Fig. 1

HEAT & MASS TRANSFER

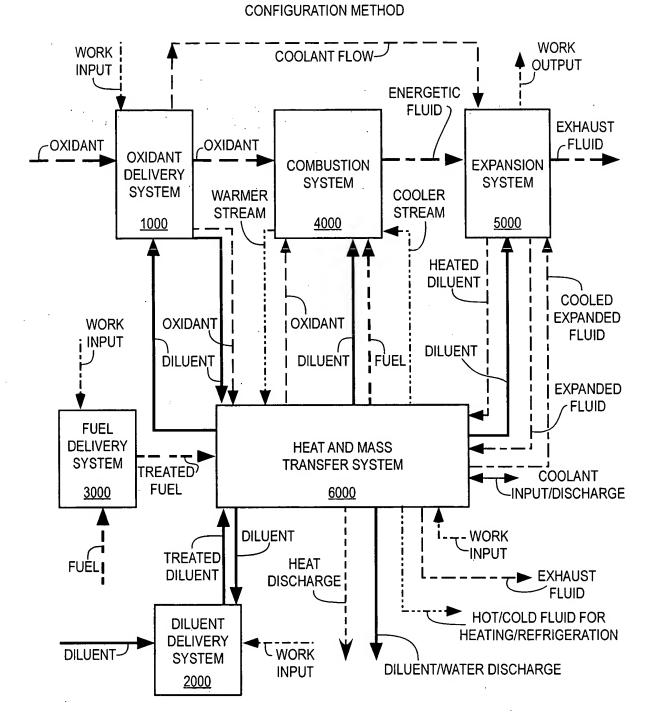


Fig. 2

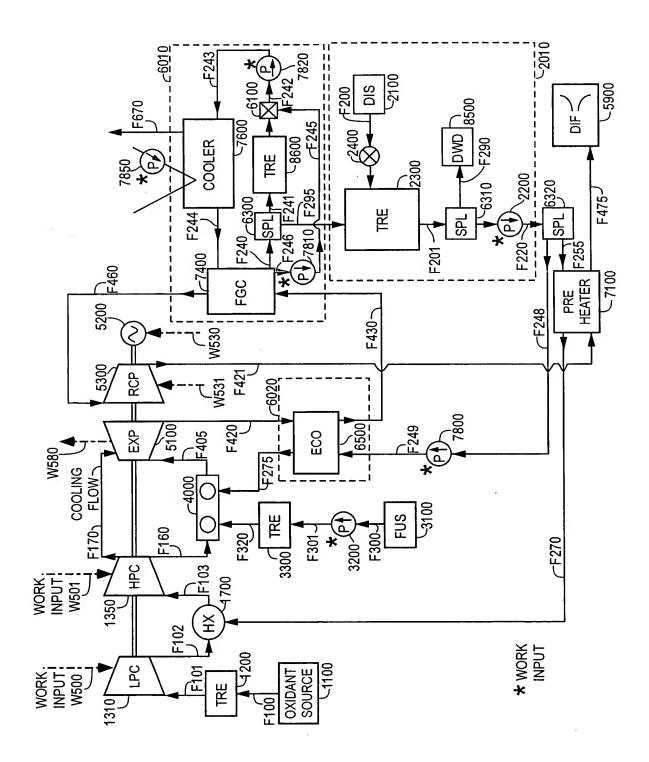
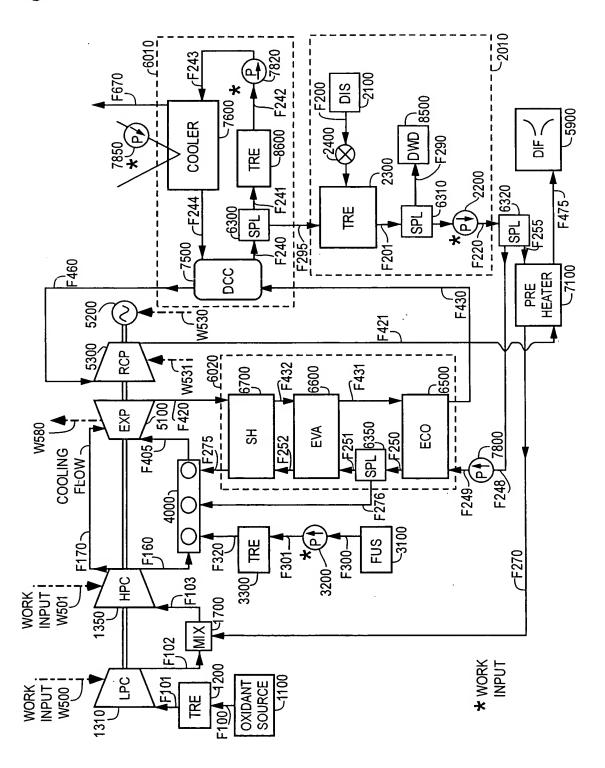


Fig. 3



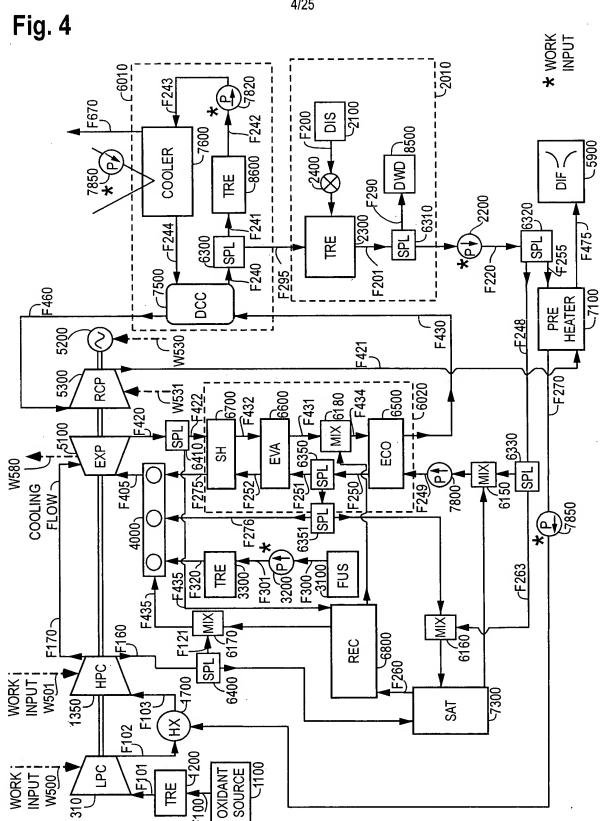
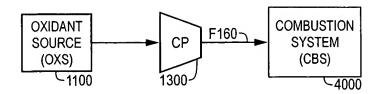
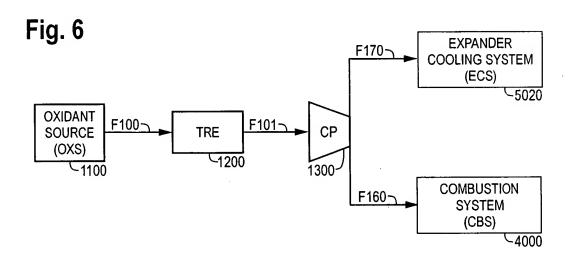
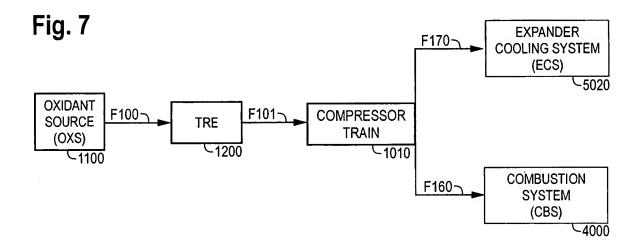


Fig. 5







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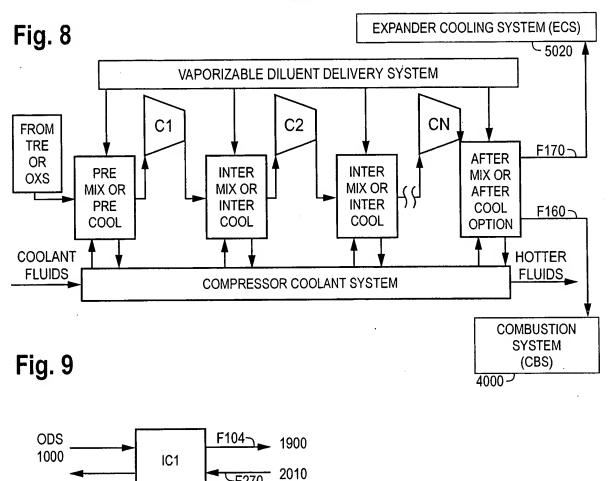


Fig. 10

<sup>1800</sup>

Fig. 11

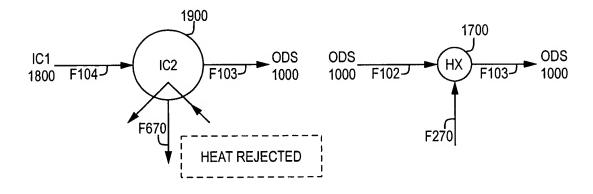


Fig. 12

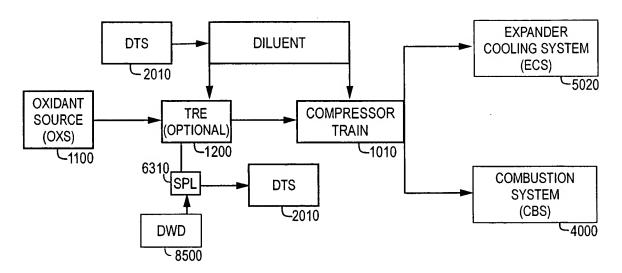
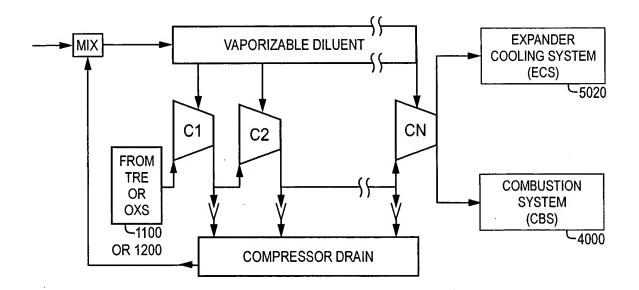


Fig. 13





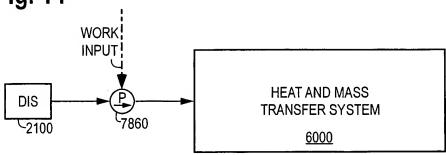


Fig. 15

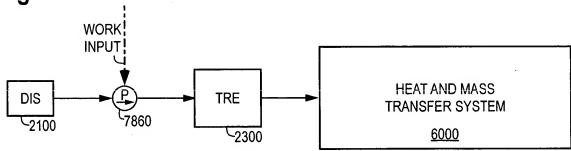


Fig. 16

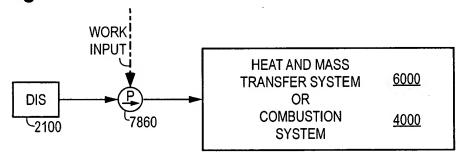
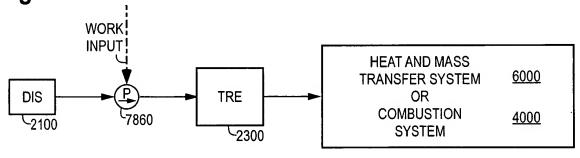
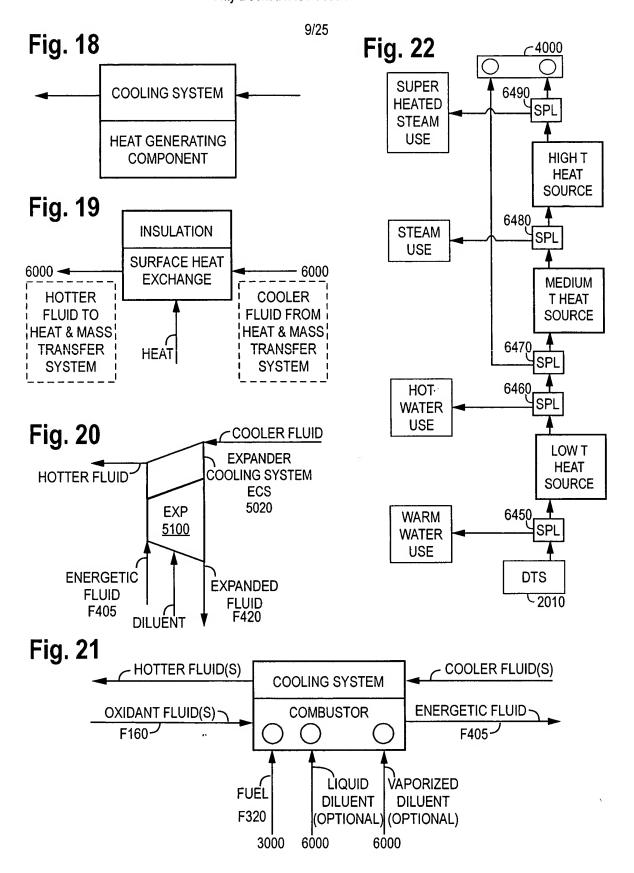
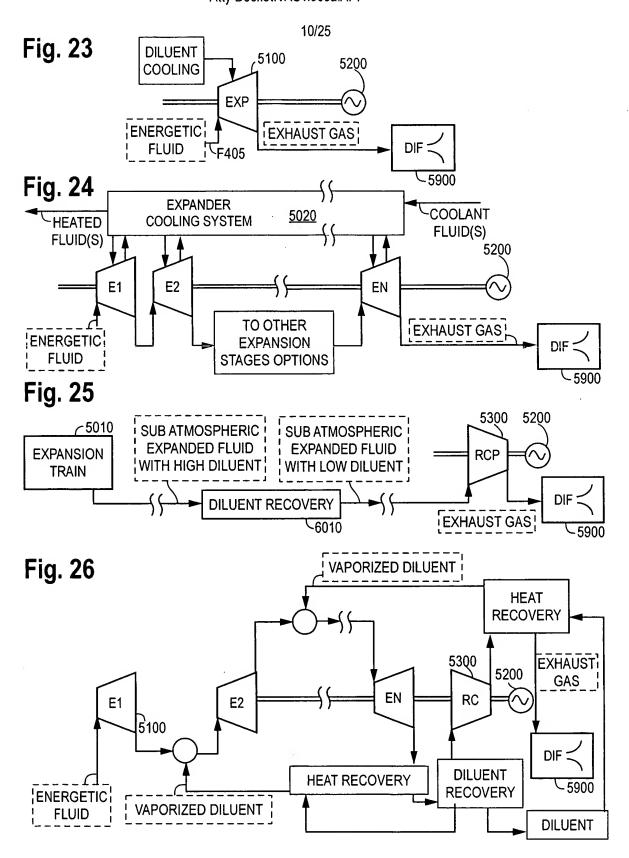
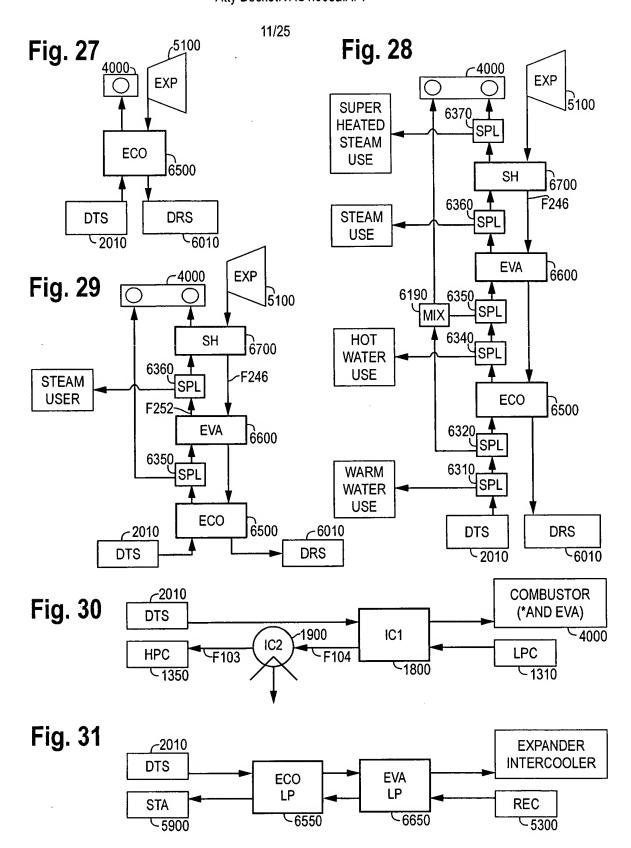


Fig. 17

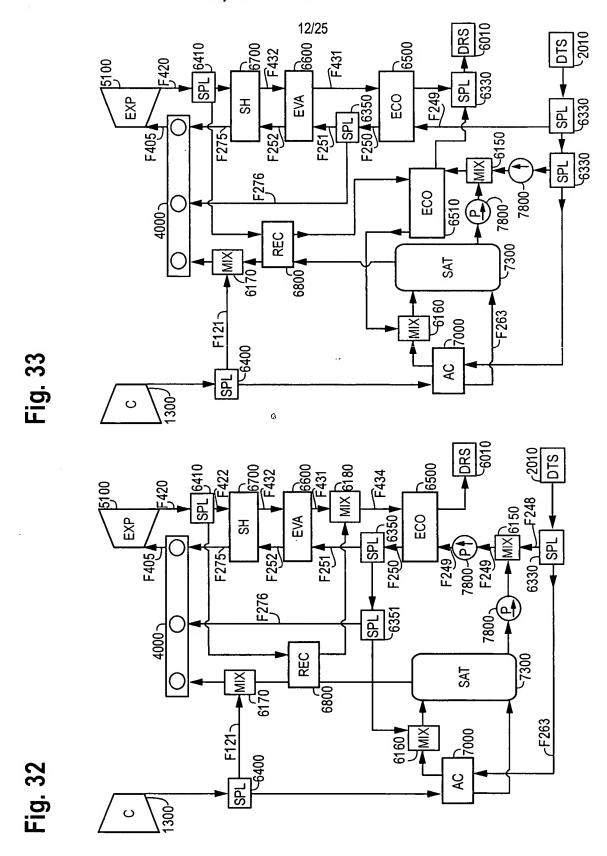












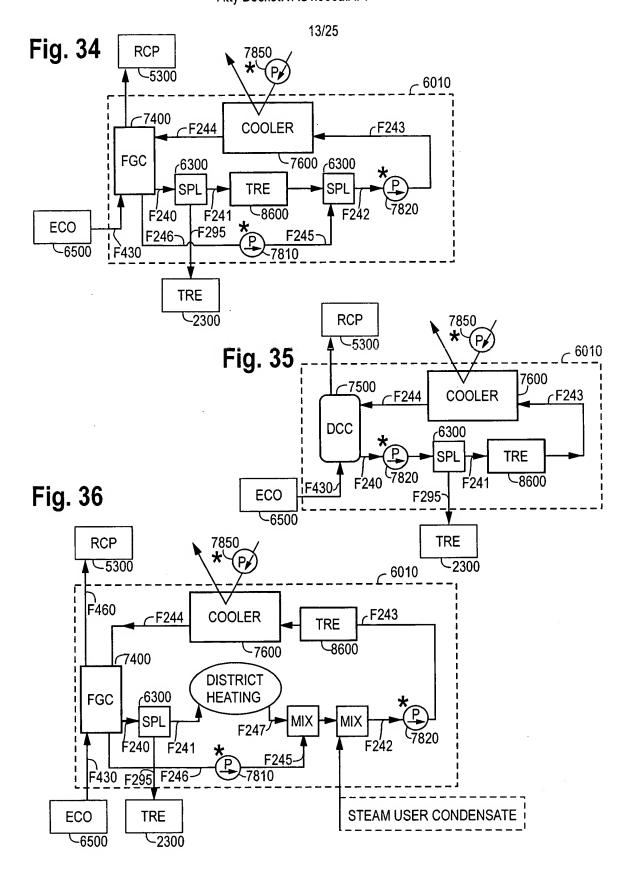
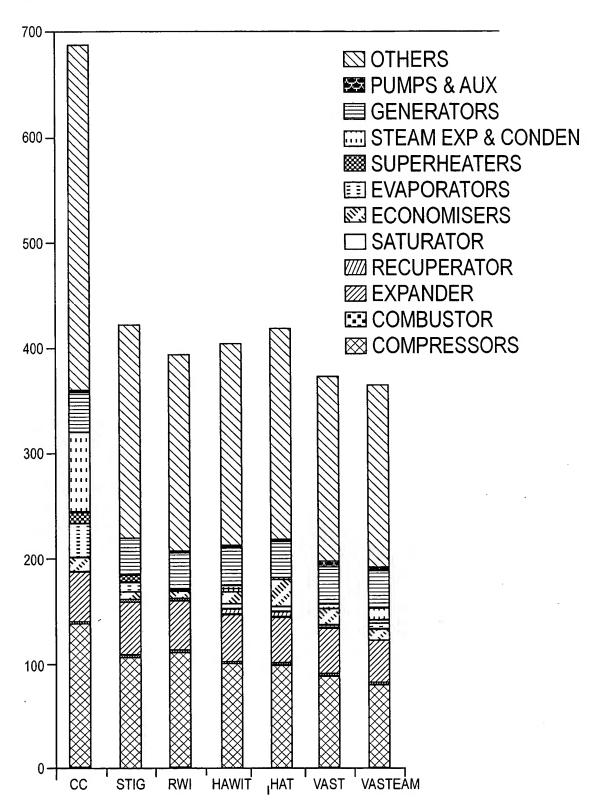


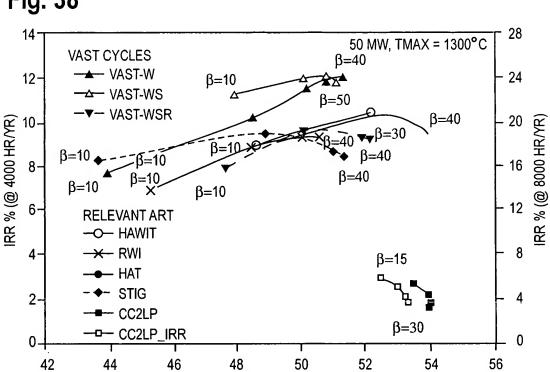


Fig. 37



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LHV CYCLE EFFICIENCY [%]



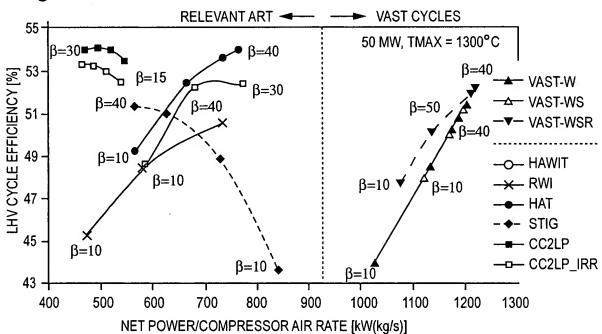
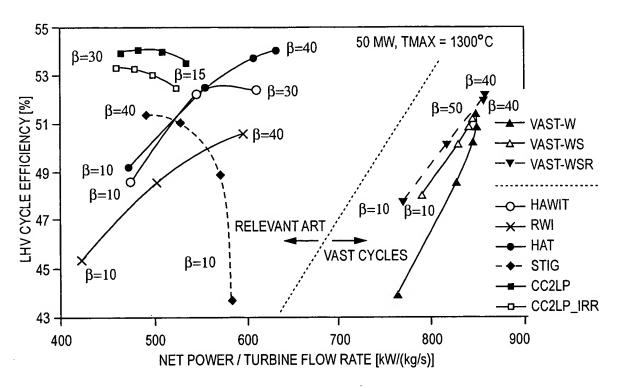


Fig. 40





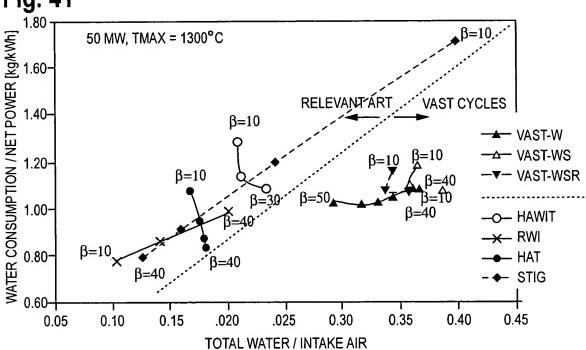


Fig. 42

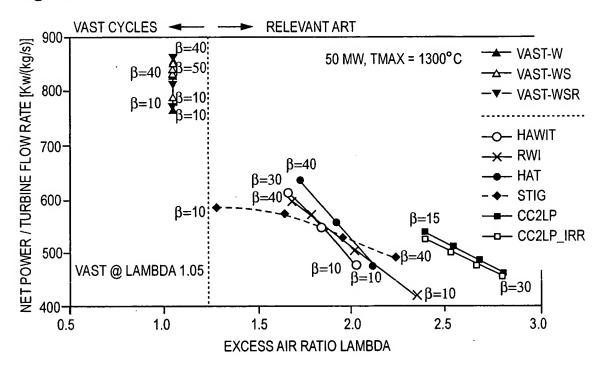
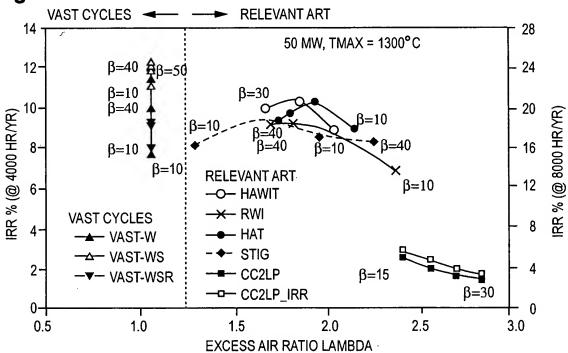


Fig. 43





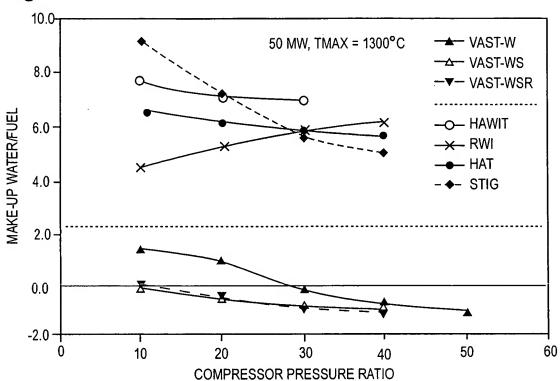


Fig. 45

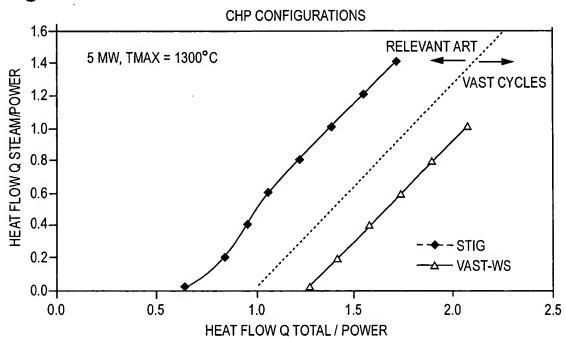


Fig. 46

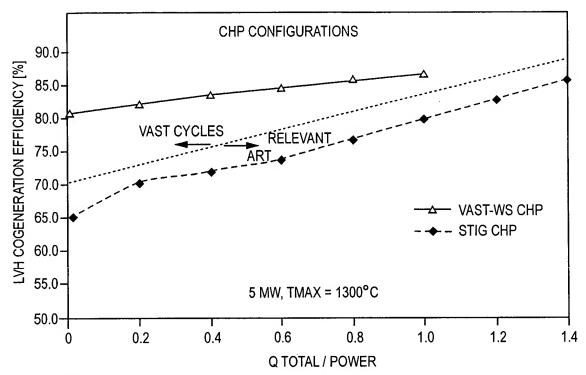
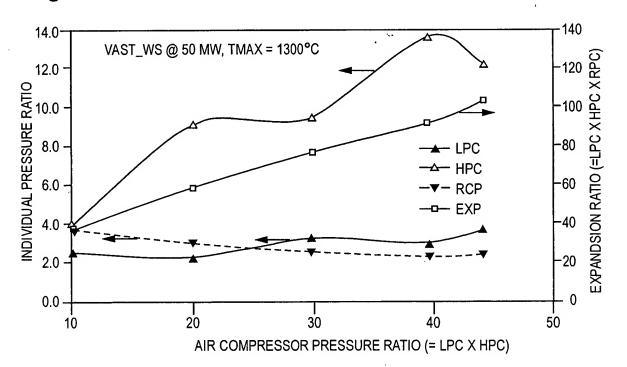
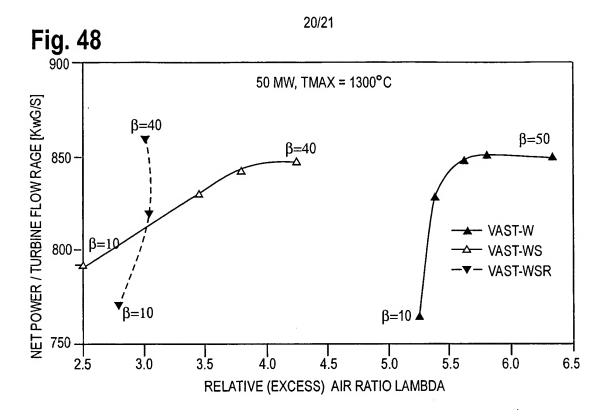
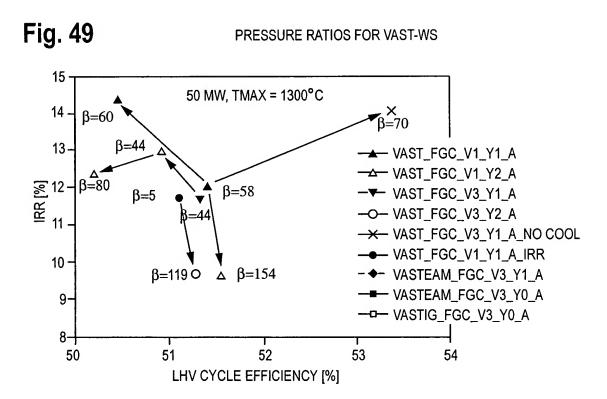


Fig. 47

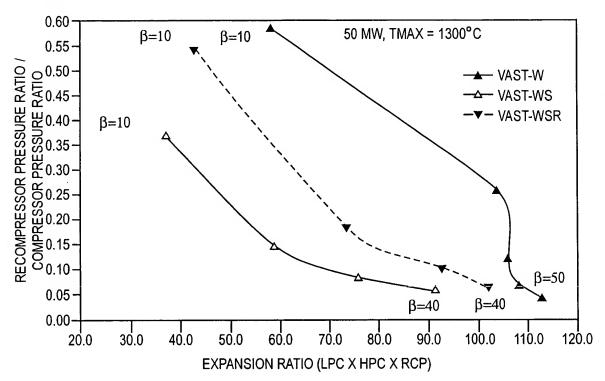


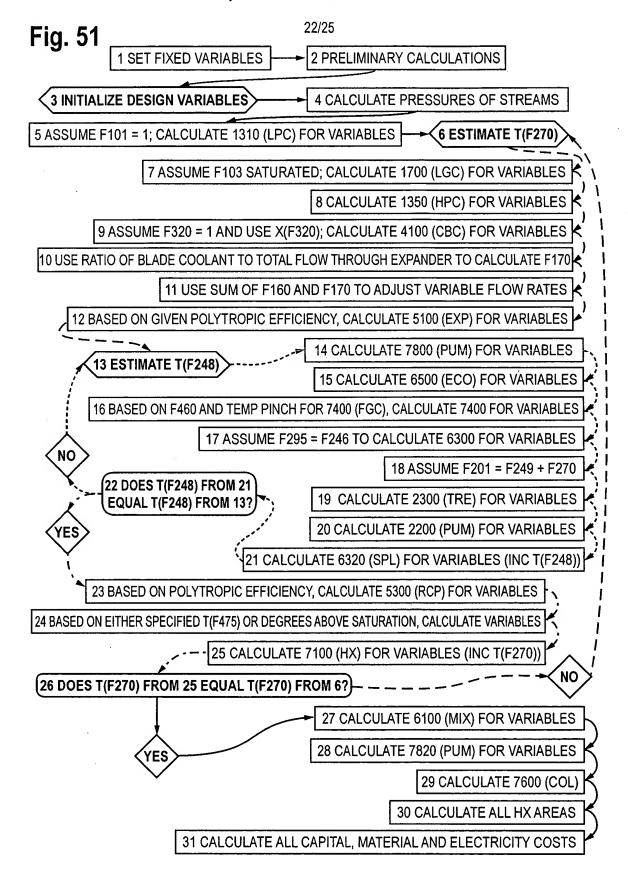


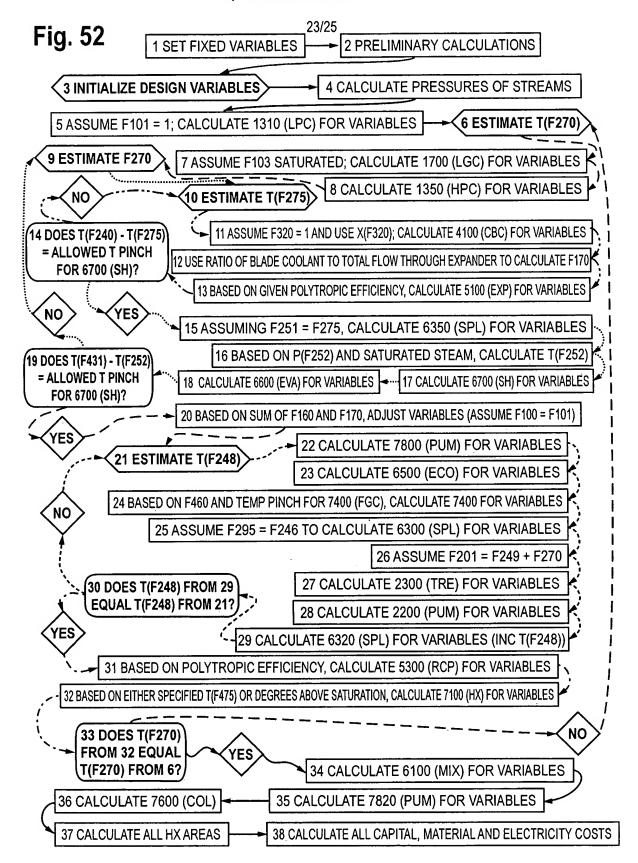


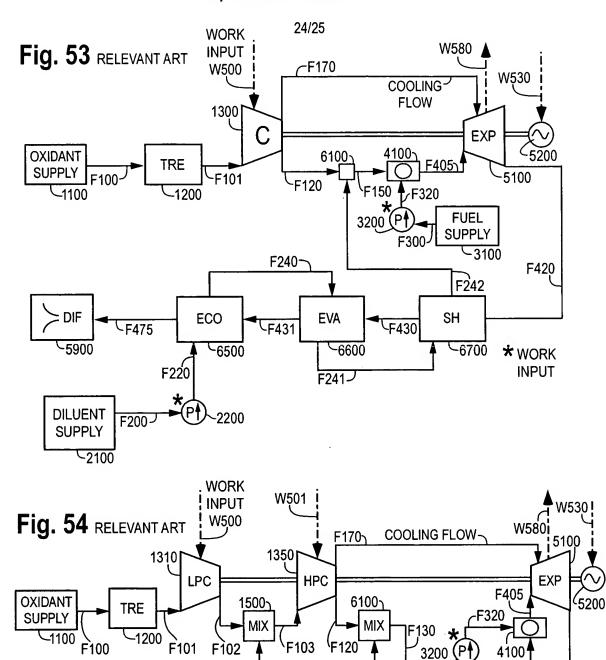












F270

6300

F431

F240

ECO1

<del>-6500</del>

F<sub>200</sub><sup>2200</sup>

-F475

2100~

DILUENT SUPPLY

DIF

<del>-5900</del>

F241 2210

F242

F300

F430

<u>~31</u>00

F150

\* WORK

**INPUT** 

F420

**FUEL** 

**SUPPLY** 

**REC** 

-6800

F243

ECO2

<del>-6510</del>

